

# The Hongkong Telegraph.

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TUESDAY, JANUARY 24, 1911.

星期四廿月正英港

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## Telegrams.

### TERRIBLE RAILWAY COLLISION.

ELEVEN KILLED.

INCLUDING THREE LABOUR LEADERS.

[THE "TELEGRAPH" CORRESPONDENT.]

London, Jan. 23, 5.40 p.m.

Another serious railway collision is reported.

It appears that a passenger train collided with another in the neighbourhood of Pontypridd, the chief centre of the Rhondda coalfield, South Wales.

The result was disastrous.

Crowds rushed to the assistance of the distressed, and hundreds of willing hands were soon at work removing the debris and rendering the injured.

Eleven people were killed outright, and a number injured.

Among the dead are three Labour leaders who have taken a prominent part in the organisation of the miners' societies.

The fatality has cast a gloom over the whole of South Wales.

### LUNATIC ENTERS BANK OF ENGLAND.

[THE "TELEGRAPH" CORRESPONDENT.]

London, Jan. 23, 5.45 p.m.

An extraordinary scene was witnessed in the Bank of England when a lunatic obtained entrance to the building and was the cause of considerable commotion.

Fortunately he was secured before any damage was done.

## CRICKET.

### SOUTH AFRICAN'S TOUR.

A DRAW WITH TASMANIA.

[THE "TELEGRAPH" CORRESPONDENT.]

London, Jan. 23, 5.45 p.m.

The South Africans are still being favoured with luck in their tour of Australia.

Their latest match with the Tasmanians has resulted in a draw.

## THE PLAGUE.

### TERRIBLE MORTALITY IN THE NORTH.

DISEASE SPREADING RAPIDLY.

[THE "TELEGRAPH" CORRESPONDENT.]

Tientsin, Jan. 23.

The greatest alarm has been caused through Manchuria and the north by the seriousness of the outbreak of plague.

It has spread with alarming rapidity and the mortality is terrible.

The disease is of the most deadly variety, namely pneumonic plague. It was brought to Harbin by the armament importers of the north, and almost immediately spread over the entire region.

The outbreak first spread to Mukden and later to Southern China and wherever it has appeared the mortality has been a hundred per cent.

After the outbreak had become epidemic the "Wai-wu-pu" engaged a large number of foreign doctors and a large staff of helpers. It also granted an appropriation of one hundred and fifty thousand dollars, and fully co-operated with the foreign measures of relief.

By its orders second class passenger traffic was stopped on the Imperial Railways of North China, north of Shantung, while, in addition, the first class passengers were quarantined for five days at the Detention Hospital at Shantung, where also the mails were disinfected.

The virulence of the outbreak, however, is too great, and every attempt has proved ineffectual to prevent the infection spreading inside the Great Wall.

The number of deaths is increasing daily, and the disease is spreading steadily southward. Stringent regulations are in force in Peking to isolate the Legation quarters, into which no Chinese are now allowed.

Reports from Dalny are to the effect that the Japanese authorities are dealing in the most effective manner with the outbreak, and are succeeding in stamping it out.

Urgent messages have been sent from Harbin to St. Petersburg requesting the immediate dispatch of five hundred medical students, if such a number could be found willing to volunteer for service in the affected area.

At Harbin the number of deaths to date is estimated at 2,000, and of these

80 were Russians.

Mukden has yielded a total of 185, Changchun 268, Dalny 11; whilst scattered over Southern China there have been 60 deaths reported.

Four deaths have occurred at Tientsin and eight at Peking.

Dr. Morris, the first medical man who volunteered to fight the disease, is buried at Harbin, but his death—so much regretted—does not deter many other medical men from entering the field to arrest the ravages of the dread disease.

### NUMBER OF DEATHS INCREASING.

[THE "TELEGRAPH" CORRESPONDENT.]

Tientsin, Jan. 23, 4.40 p.m.

The number of deaths occurring daily is increasing. The following are given as authoritative:

Harbin	200
Mukden	85
Southern China	90
Tientsin (to date)	8
Chinkoo	12

### PRECAUTIONS ON THE RAILWAY.

A Dairen despatch gives the following details of the quarantine regulations and organisation adopted by the South Manchuria Railway in view of the epidemic of plague.

Seven barracks, each capable of accommodating five hundred persons, are to be erected at Changchun and third-class passengers, bound southward, shall be isolated in them for seven days.

Such passengers shall be isolated for a

further period of ten days at Nanshan, Kwantung, in the military barracks there, accommodation being reserved

for four thousand persons. The isolation quarters at Tashihiao and Mukden are to be improved and the quarantine regulations in force on the main line of the Railway shall be extended to the Antung-Mukden line. Every train

will be bound by quarantine-officials—physicians and police.

[FROM "N.C. DAILY NEWS."]

### A REPORT FROM CHINKOO.

Chinkoo, Jan. 20.—The port has been declared infected with plague. The disease is spreading at Chinkoo, and so far there have been twenty deaths.

Arrangements are being made for the establishment of a quarantining station at the Bosphorus.

Peking, Jan. 20.—In connection

with the plague outbreak, another death from that disease is reported from Tientsin and one death has occurred at Peking.

### THE PLAGUE IN THE NORTH.

#### DAIREN NOTES.

The following notes are from the *Chinkoo Morning Post* of the 14th inst.:

#### DAIREN UNDER MEDICAL PATROL.

On Friday evening Dr. S. Murray, Superintendent of the Sanitary Department, the Kwantung Government,

called together the medical practitioners of Dairen and the leading police

officer to the Civil Administration

Office to hold a conference with regard

to the institution of an efficient system

of medical patrol of Dairen with its

Chinese Quarter.

#### PRONONCED A TRUE CASE.

The first suspicious case of the plague in Dairen, reported previously, received the verdict of a true case on Saturday evening.

#### ANOTHER SUSPICIOUS CASE.

No signs of infection so far appeared

among the 66 Chinese found on the

promises where the first case broke out

who were isolated forthwith for medical

surveillance, until a Chinese stopping

at another inn in the isolated district

and at the back of the first dweller who

plague originated developed suspicious

symptoms yesterday afternoon and died

in the evening.

#### FURTHER PRECAUTIONS.

The vacant house standing next to

the first Chinese inn has been subject

to a thorough cleaning operation on

Saturday afternoon.

#### SANITARY STATION.

A sanitary station was opened tem-

porarily in a vacant building close to

the infected district under isolation, in

order to hold the place under its strict

and strict control.

#### THE POLICE ON THE ALERT.

All the police force available in Dairen has been called up for duty and has further been re-enforced by a squad of

15 men from Port Arthur.

#### PURCHASE OF RATS.

Rats, living or dead, will be bought

up to-day at the rate of 5 sen

per head. It is presented to the police

authorities at their central office in the Civil Administration, filled or any of the stations and boxes of the town.

## CHEFOO'S HOSPITAL.

### FUNERAL OF ADMIRAL GUHLER.

IMPRESSIVE CEREMONY AT ST. JOHN'S CATHEDRAL.

The funeral service for the late Rear

Admiral Guhler was held this afternoon

at St. John's Cathedral, in the presence

of a large congregation comprising lead-

ing members of the community, the

officers of the garrison, 1,662 rank and

file, and naval officers from the war-ships

in harbour. The sight was a most im-

pressive one.

The lying in state at the German

Consulate came to an end at 2.30 p.m.

when the cortego started for the Cathed-

ral. The route was lined by the men

of the garrison, 1,662 strong, under

command of Major-General C. A. An-

derson, C.B., and made up as follows:

	Rank & file
18th Rajputs	300
10th M. L. L.	300
H.K.S.B., R.G.A.	300
K.O.Y.L.I.	600
R.E.	42
R.G.A.	120

At about 2.30 p.m. the coffin was lifted from the catafalque and placed upon a gun carriage. Then followed the Military Band. All the decorations of the late Admiral had been placed on a black velvet cushion, and were carried by the Flag Lieutenant.

Pastor Muller, who conducted the ceremony at the cathedral, walked in front of the coffin.

The gun carriage was drawn by sailors of H.M.S. Monmouth.

Among the mourners were His Excellency Sir Frederick Lugard, accompanied by the Commanders of S.M.S. Luchs and Tsingtao, and Capt. Learmonth of H.M.S. Merlin, representing the Commander-in-Chief closely followed by the representatives of all nations. The commercial body was also well represented, and proceeding towards the cathedral Capt. L. E. Powet, of H.M.S. Monmouth, had charge of the marching orders.

The Legion of Honour was represented by sailors of S.M.S. Luchs. Next to these a division of S.M.S. Luchs and Tsingtao followed, carrying the numerous floral tributes. Then came sailors from S.M.S. Franz Joseph, H.M.S. Argus, H.M.S. Tsinling, H.M.S. Newcastle, H.M.S. Waterwitch with their respective officers.

The military band played Sommer's funeral March, "Song of death," and Beethoven's and Chopin's funeral Marches.

At the cathedral the Bishop of Victoria and clergy received the procession, the coffin being carried by sailors of S.M.S. Luchs, and was placed on the catafalque in the cathedral.

Pastor Muller spoke a few words of sympathy in German, and mentioned the good and faithful work the deceased had done for his earthly King.

The ceremony was brought to a close with a beautiful hymn, accompanied by the organ. Many ladies and gentlemen were in attendance. Then the procession was reformed, and started

for the Naval Dock Yard.

As the coffin was taken on board the Tsingtao, the Admiral's flag was hoisted to peak and then taken to half mast while the warships in the harbour fired a salute of thirteen guns. The men of the Luchs fired three volleys while K.O.Y.L.I. buglers played the Last Post. The Tsingtao then left the jetties for the sea. Bugles were sounded and all flags flew at half mast.

#### LATEST CHINESE NEWS.

##### [TRANSLATED FROM NORTHERN PAPERS.]

The Grand Councilors have received instructions from the Prince Regent to the effect that as soon as the Provincial Delegates have dispersed they should give commands to the various yamen to

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL \$1,000,000  
RESERVE FUNDS \$1,000,000  
Sterling  
£1,000,000 at 5% = \$15,000,000  
Silver \$16,000,000  
RESERVE LIABILITIES OF PROPRIETORS \$85,000,000  
COUNCIL OF DIRECTORS: G. Dallach, Esq., Chairman; Robert Steven, Esq., Deputy Chairman; F. M. Armstrong, Esq.; F. Libb, Esq.; Andrew Forbes, Esq.; W. Logan, Esq.; G. H. Medhurst, Esq.; G. Friesland, Esq.; H. A. Henry; H. A. Stabb, Esq.; G. R. Leesman, Esq.; G. H. Smith, Esq., Manager; H. B. R. Hunter, London Banker; London County and Westminster Bank, Limited; HONGKONG—INTEREST ALLOWED On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 4 per cent. per annum; For 6 months, 5 per cent. per annum; For 12 months, 6 per cent. per annum. N. J. STABB, Acting Chief Manager. Hongkong, 18th September, 1910. [50]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE: LONDON.  
PAID-UP CAPITAL \$1,000,000  
RESERVE FUND \$1,000,000  
PROPRIETORS \$1,000,000

INTEREST ALLOWED on EUR. RENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

On Fixed Deposits for 6 months, 3 per cent.

On Fixed Deposits for 3 months, 2 per cent.

WM. DICKSON, Manager. Hongkong, 26th April, 1910. [51]

YOKOHAMA SPECIE BANK, LTD.

CAPITAL PAID-UP \$10,000,000  
RESERVE FUNDS \$10,000,000

Head Office—YOKOHAMA.

Banks and Agencies

TOKIO, HANKOW, KOREA, TIENTSIN, OSAKA, PERIN, NAGASAKI, NEWCHWANG, LONDON, DALNY, LYONS, PORT ARTHUR, NEW YORK, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED on Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits—

For 12 months 4% p.a.

6 " 3% " "

8 " 2% " "

TAKEO TAKAMICHI, Manager. Hongkong, 27th September, 1910. [52]

DEUTSCHE ASIATISCHE BANK  
CAPITAL FOLLY PAID-UP \$1,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tsinan Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Fuerstliche Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

B. Bleichroeder

B. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Wieschauer & Co.

Mendelsohn & Co.

M. A. von Rohrbach

& Sohn

Frankfurt a. M.

Norddeutsche Bank in Hamburg

Hamburg

Sal Oppenheim Jr. & Co., Koenigliche Hypotheken und Wechselbank, Munchen.

LONDON BANKERS:

Morris, N. M. RONKICHILD & SONS

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DRUINGER BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTOGESSELL

GESELL.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be agreed on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHMIDT, Manager. Hongkong, 16th January, 1911. [53]

## Banks

## HONGKONG SAVINGS BANK

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Full details may be obtained on application.

INTEREST on overdrafts is allowed at 1% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION:

S. A. Levy, Esq.

F. Libb, Esq.

Andrew Forbes, Esq.

G. H. Medhurst, Esq.

Hon. Mr. Henry Keswick, Esq.

G. R. Leesman, Esq.

G. H. Smith, Esq.

Chief Manager:

Hongkong—J. R. M. SMITH, Manager.

Shanghai—H. B. R. HUNTER, London Banker; London County and Westminster Bank, Limited.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per cent. per annum.

For 6 months, 5 per cent. per annum.

For 12 months, 6 per cent. per annum.

N. J. STABB, Acting Chief Manager.

Hongkong, 18th September, 1910. [50]

HEAD OFFICE:

60, Wall Street, New York.

LONDON OFFICE:

36, Bishopsgate.

LONDON BANKERS:

BANK OF ENGLAND,

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Accounts at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 " 3% "

For 3 " 2% "

N. S. MARSHALL, Manager. No. 9, Queen's Road Central. Hongkong, 16th January, 1911. [51]

## Insurance

## CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

C. Stephanoff, Esq.

Lee Yung Shu, Esq.

J. H. McMichael, Esq.

G. R. Barkell, Esq.

J. A. Wattie, Esq., Managing Director.

S. D. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force.....\$57,855,885.00

Assets.....\$8,415,250.00

Income for Year.....\$150,359.00

Insurance Fund.....\$10,016,033.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAPE, Esq., and the Philippines, District Secretary.

ALEXANDRA BUILDING,

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG:

Sir Paul Chater, Kt., C.M.G.

T. F. Hong, Esq.

G. J. Laffan, Esq.

Hongkong, 16th July, 1910. [52]

## Intimations

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,350,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Undertaken and Executed.

SHHWAN, TOME'S & CO., General Managers.

Hongkong, 16th March, 1908. [53]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHHWAN, TOME'S & CO., General Managers.

Hongkong, 16th August, 1910. [54]

## Banks

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS

LONDON and ANTWERP via SINGAPORE, SUNDA, PENANG, COLOMBO, PORT SAID & MARSEILLE.....

SHANGHAI via ARACADIA, CAPT. D. C. GREGOR, R.N., About Freight and Passage.

SHANGHAI via ARACADIA, CAPT. S. BARCHAM, About Freight and Passage.

LONDON, VIA DELHI, Noon, 4th Feb., S.S. Special Advertisement.

LONDON and ANTWERP via SINGAPORE, NUBIA, CAPT. F. J. FOX, About Freight and Passage.

SHANGHAI via ARACADIA, CAPT. F. J. FOX, About Freight and Passage.

LONDON and ANTWERP via SINGAPORE, NUBIA, CAPT. F. J. FOX, About Freight and Passage.

SHANGHAI via ARACADIA, CAPT. F. J. FOX, About Freight and Passage.

LONDON and ANTWERP via SINGAPORE, NUBIA, CAPT. F. J. FOX, About Freight and Passage.

SHANGHAI via ARACADIA, CAPT. F. J. FOX, About Freight and Passage.

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SHANGHAI via ARACADIA, CAPT. F. J. FOX, About Freight and Passage.

LONDON and ANTWERP via SINGAPORE, NUBIA, CAPT. F. J. FOX, About Freight and Passage.

SHANGHAI via ARACADIA, CAPT. F. J. FOX, About Freight and Passage.

LONDON and ANTWERP via SINGAPORE, NUBIA, CAPT. F. J. FOX, About Freight and Passage.

SHANGHAI via ARACADIA

## AN ENGINE-ROOM AND SOME REFLECTIONS.

My friend Evans of the *Turakina* has just been showing me his engines and from that spectacle I return to familiar objects a little depressed and a little exhilarated—some new depression of contempt for brains that merely sing or say things, some new exhilaration of respect for brains that do. Also, I have lost a notable part of my long-persistent reverence for navigators. That obsession had been deep and stubborn. Voyaging in many seas, in many ships—ya, even in the acrobatic *Mahindra* from Hobart to Sydney, and in the hiccups Julia, Percy from Rockhampton to Brisbane—I have never been sea-sick since the day when, a thousand years ago, a certain shipmaster threatened, incontinently to throw me overboard if I wax. But now—well, you know, things are slipping into perspective, and I begin to understand. Shipmasters shun no longer in my mind as the superior sort of deities they were when Dr. Gordon Stabler (his son is third officer of the *Turakina*) thrilled the boyish heart of me with his "Crusoe of the Snowbird." Shipmasters, and all their kin have come to be simple objects familiarly at hand. To steer and understand a ship according to well-marked rules and precedents—to read with reasonable accuracy the signs written for all we can conceive of eternity in the imminable deep skies—this, after all, shows as a slight thing, enough. Strictly in its proportion and degree, to pilot frail canoes down boisterous rapids is a task requiring more delicacy and nerve, more personal force and character, than to pilot one of your upholstered liners from Colombo to Figueirinha. Indeed, but strictly in the professional sense, I have a greater respect for my old skipper of the *Conqueror* than I have for the captain of the *Powerful*. The boss of the wild *Windjammer* was, you see, so much more at the mercy of the elemental energies—and—capricious.

Although we honest sailors were assured several times a day that we were not worth powder enough to blow us to the place *cosa sare*, there is a certain pleasure in remembering that the old *Conqueror* shot round the Leeward under all sail, racing by an English steel clipper that followed a mile astern under close-redded topsails; and when we reached Hongkong a day too late for our charter, our skipper's language was as fine (in a way) as anything you can discover in Euripides. I was a beginner then, and although my admiration was grudging, it was thorough.

And now, as I say, I discover that these skippers are but men like you and me. The engineers are different. They dominate and control the grim titanic forces that vitalise these infinite complexities of mechanism. They harness and direct the powers of Hell, lancing their turbulent might into those vast resounding cylinders and stupendous-pounding cranks and things; and smiling, with their cool hands on little levers, the engineers can—bit those powers be still. This is, I think, a fine and a mighty accomplishment than any achieved on deck or in the highlights. Perhaps the thought comes to me with special force just now because I realise now that these engineers are makers; and in all my life I never made anything but a few serious mistakes, and a few (I hope more numerous) ineffective efforts to do well, as R.L.S. or somebody once put it. However that may be, these engines have impressed me more than anything I ever saw in naked nature; and so, coming straight from those engines, I find myself looking on the navigating officers of the ship with something of the amused and tolerant contempt that I lavish unsparingly on myself and my like. We are, by comparison with the material men of the engine-room, mere amateurs of easy efforts, mere watchers of remembered signs, who catch the opportunity. I admit all this without compunction, because I know that the navigators of this ship will catch my drift and understand my mood. I have an inveterate affection for shipmen, because the sea seems to sweeten even while it hardens them. The sea sweetened me, and although I did not remain long before the mist I have been indefinitely amiable ever since. The sea hardened me also. Before I went aboard the *Conqueror* I could not look at a corpse, if it happened to be what you may call a sudden corpse, without qualms and nervous tremors; but now I could cheer

fully furnish a list from which you might make a heap of the newly-dead the contemplation of which would yield me nothing but a sense of gratitude and very gentle joy.

I know "delightfully little" about mechanics. That may be due in part to the fact that I once spent a year in an engineering-shop. When I first reached Sydney an influential uncle had me apprenticed to Chapman and Co., who (for ought I knew to the contrary) may still be making a horrid jurnal din at the foot of Drury-street. I detested the din and the dirt so much that when I expected I reluctantly forgot all I was supposed to have learned. I forgot so happily and completely that the *Turakina*'s engine-room revealed nothing to remembrance, and I come away with words like "evaporators" and "condensers" ringing in my recollection, as unfamiliar but sprightly names once seen on a map may ring and linger. If I remembered anything, really, the glamor of this experience would be disturbed or dissipated. As it is, the great deep pit so full of those gaunt, treacherous, and gorged connections, those smart squat bulb and looming cylinders, that interminable tangle of pipes and rods and couplings—all this, I say, smote on my senses as some strange, enchanted forest designed by the Devil to be permanent in a dimness of subdued twilight. Here and there from out the shuddering gloom hunted eyes peered at us; now and then dark-visaged workers, dingly clothed, came and went with oil-cans and strange tools. Evans and I, more or less immediately garmented, were suggestive to my fancy of back-instructors adrift in Tophet. The idea of myself as a bank-manager was so deliciously novel and incongruous that I laughed; and my laugh, as it cracked among those distorted rods and ordered shapeslessnesses, as it thinned away in slight cacophonous trills to the bilge, was like a profanation. Evans looked at me reverently; and I dreamed a dream while he explained, a lecturer. People are for ever explaining things to me. It is very good of them—but—quite useless. I dreamed that this unhappy ship, suddenly and utterly unmanned, was at sea under a full head of steam. The crew had gone, and in the place of the crew were all sorts of impulsive fellows I know—writers and musicians, stringers of tinkling verses, specialists of tawdry or insensate creeds, spinners of futile theories, jugglers of dubious politics. I was, for some unearthly reason, acting as chief engineer, and I found myself wrestling with a lever as I tried to put her astern, because my hat had gone overboard, and I had promised Australia's land Mr. Wade on the *Kengelund*; but the lever insisted on behaving riotously, and struck me violently over and over again in the places that hurt most. Arthur Adams whom I met for the first time, (and promptly recognised by his exotic vocabulary) insisted on doing something artistic; so I sent him down a dark hole with a tin of Judson's and a brush to decorate the shaft. On the bridge, Grant Harvey, who was acting as captain, was reciting his latest verses through a megaphone to a terrified Japanese cruiser in the offing; and, one way and another, the noise was deafening. To add to my anxiety, Norman Lindsay insisted on bathing in the biggest boiler; and George Reid, Leiberg Irving, Bruce Smith, Senator Dobson and Allen Hamilton, who were the firemen on duty, objected so offensively to the extra work involved that I sent up to Randolph Bedford (who was acting butcher) to borrow a poleaxe. John Norton and Smiler Hale, who were our chaplains, were intoning the burial service from reprinted mastheads when we climbed joyously over our first iceberg and went to dinner. As we happened now to be in Labrador, we had stowed *impeso* to start with, because Mrs. Helen Jerome and Miss Connor O'Brien, who were the acting cooks, had decided that the soup and fish should be served with whipped cream for dessert. Rodger Quinn went profitably into the spinney as he recited some verses about the soundless deep going again home, or words to that effect; whereupon Professor Tucker was ordered into iron for conduct unbecoming an officer and a gentleman; and Dick Stewart, who was director of entertainments, besought us to let the sentence be anything but that. This objection necessitated an appeal to the Privy Council, and Mr. Edmund Barton, who was on his way to New York to conduct a mission to millionaires, was grievously annoyed by the loss of time involved. One way and another things

were more than usually complicated, when—

"Of course," said Evans, "a man does feel his responsibility when he makes his first trip as chief. Afterwards—oh, well, it's all in the day's work. By the way, you might tell your sea-ports that they're working the martyred fireman, vein out a bit. It's invariably cooler in the stokehold than in the engine-room. Come and see."

I went and saw. I found, to start with, much more space before the furnaces than I had been led to look for, and much less heat. There was a steady current from the big air-shafts that I found too strong for comfort.

This, however, is merely incidental. I've strayed somewhat away from my point, which was that these engineers are makers. I don't suppose that the navigating officers, if put to it, could make a cart-horse or a binnacle, any more than I could make a hen-symp. But if anything goes wrong with the big engines, the engineers go to work to put things right. Repairs below often mean re-making. Apart from the engineers themselves, mechanics are excited. There is no class to correspond to the class of engine-room artificers on a warship. A ship's engineer, in the circumstances, has to be vastly more than an engine-driver. And I leave you to imagine the difficulties that may and must accompany the task of emergency engineering in that cramped space, amid grey lumbering seas.

In face of these considerations, I—albeit accustomed to the humility and self-effacement of newspaper-men and journalists—find the modesty of these engineers positively appalling. Evans and his co-workers could not say—I was quite unable to persuade them—that in the order of their work there was anything calling for especial courage or nervous force. Everything is taken for granted; everything is matter of course. In case of sudden disaster, have the engineers on duty much chance of escape? Of course not. If a boiler bursts, for instance, have the engineers on duty much hope of saving their lives? Of course not. Do these considerations deter men from adopting the profession, or discourage them in its practice? Good Lord! of course not. In most instances, the position is much worse on a warship.

And one way and another, although I could never draw a nail straight or do anything ingenious or extraordinary, I begin to have a certain impatience with myself as mere scribbler of trivialities and fakir of rhymes. The man who makes a loaf is an incomparably more useful citizen than the man who merely makes a lyric. Better to move a mountain than merely to move a multitude. The average mercie, being persistently busy about its natural business, is a far stancher friend of humanity than the average mountie. As to what you call the artistic temperament—well, if you've got it you've got it, and it's useless whining. But... to be proud of having it! One might as reasonably be proud of having a chronic thirst in the Sahara.—Frank Morton, in the "Sydney Bulletin."

## Dentistry.

## TEETH TIP.

## LATEST METHODS

## OF DENTISTRY

## STUDIO AT NO. 14, D'AGUILAR STREET

## REASONABLE FEES.

## Consultation Free.

## Hawthorn, 10th Jan. 1911

## Dr. M. H. CHAUN,

## DENTAL SURGEON,

## 12, QUEEN'S ROAD CENTRAL,

## 1ST FLOOR, ROOMS 2 AND 3.

## From the University

## of Pennsylvania, U.S.A.

## Telephone 126.

## Hongkong, 23th January, 1911.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

Hongkong, 1st April, 1911.

## Intimations.

## A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy, tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world; and it's the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness."

This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION. the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

WAREHOUSE DEPARTMENT.—

Telephone: Midori Office 533, or 575, Customs Branch Office 1922, Takashimacho Office 291, or 2930, Iriyanecho Office 2252.

126 buildings, principally of brick and steel, 358 entrances, 23 buildings

are private bonded warehouses. Floor area 73,343 square yards or 1515 acres.

Direct water frontage of 2,36 miles in length, part having a depth of 25 feet

at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railway. Use of 45 too derricks, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 15th, 1910.

## HONGKONG.

## TRADE MARKS ORDINANCE, 1909.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, of No. 18 Bank Buildings, Hongkong, and No. 21 Museum Road, Shanghai, China, Tobacco Manufacturers, have, on the 14th day of November, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks of the following Trade Mark:—

"The Trade Mark consists of an oval panel in which is depicted the bust of a Chinese in full official winter costume, with a small white badge on the left breast, on which are written two Chinese characters ('Yi Yun'), meaning 'Sealator.' Above the panel is the word 'Sealator' in English, and below the panel the name of the Company in English, in the name of the BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO, in Class 4.

A facsimile of the Trade Mark can be seen at the Office of the Registrar of Trade Marks, Hongkong.

Dated this 14th day of November, 1910.

BRITISH-AMERICAN TOBACCO COMPANY, LTD.,

747, JOHN F. SCHERKED.

PEAK TRAMWAYS CO., LIMITED.

## TIME TABLE.

## WEEK-DAYS.

7.00 a.m. to 10.00 a.m. Every 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 10 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 3.00 p.m. " 15 min.

3.30 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.00 p.m. " 10 min.

every half hour.

## SUNDAYS.

8.45 p.m. and 9 p.m. 0.45 to 11.15 p.m.

every half hour.

## NIGHT CARS.

8.45 p.m. and 9 p.m. 0.45 to 11.15 p.m.

every half hour.

## SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m.

and 11.45 p.m.

## WIRES &amp; CABLES.

## TELEPHONES.

## BELLS &amp; INDICATORS.

## "SILICIA" ACCUMULATORS.

## DRY CELLS AND LECLANCHE CELLS.

## Gas Radiators.

## Gas Fittings.

## Gas Incandescent Mantles.

## PETROLEUM INCANDESCENT MANTLES.

## PETROLEUM INCANDESCENT BURNERS and

## LAMPS of all descriptions.

Lighting plants driven by Steam, Gas and Oil Engine to order.

Hongkong, 2nd January, 1911.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st April, 1911.

## Intimations.

## THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama. Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.1, and Watkins's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376,

508, or 681.

Mooring basin 600 feet x 100 feet x 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters constructional steel work, etc. Tenders on short notice by letter or cable.

## WAREHOUSE DEPARTMENT:—

Telephone: Midori Office 533, or 575, Customs Branch Office 1922, Takashimacho Office 291, or 2930, Iriyanecho Office 2252.

## Intimations.

A. S. WATSON &  
CO., LTD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT  
MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH  
WHISKYA Blend of the Finest Pure  
Malt Whiskies distilled in  
ScotlandGENUINE AGE  
ANDFINE MELLOW  
FLAVOUR.

Robert Porter &amp; Co.'s

BULL DOG  
BRAND  
GUINNESS'  
STOUT

in PINTS and SPLITS.

A. S. WATSON &  
CO., LTD.

ALEXANDRA BUILDINGS.

Hongkong, 7th July 1910.

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NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 47, Des Voeux Road, and should be accompanied by the Writer's Name and Address.Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor for returning contributions.SUBSCRIPTION RATES (IN ADVANCE),  
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The daily issue is delivered free when the address is accessible to messengers. Peak subscribers can have their copies delivered at their residences, without any extra charge. On copies sent by post, the postage or the weekly issue to any part of the world is 1s 2d per quarter.

Single Copies, Daily, 1m cents. Weekly, twenty-five cents (for cash only).

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

THE  
Hongkong Telegraph

Hongkong, Tues., Jan. 24, 1911.

THE PLQUE.

The telegram from our Tientsin correspondent which appears in this issue emphasises, if emphasis were needed, the seriousness of the outbreak of plague in the north. As will be seen from our correspondent's account, the epidemic is of pneumonic, and not bubonic plague, as at first reported, and therefore all the more cause for anxiety exists. This will not be lessened by the news of the appearance of the dread disease at Tientsin and Chefoo. Deaths are occurring in both places with alarming rapidity, and some idea of the nature of the epidemic may be gathered from the fact that the mortality in Manchuria, and now, unfortunately, south of the Great Wall, has reached the terrible proportion of 100 per cent. All struck by the disease have died; there have been no recoveries. Since the great plague of 1854 no such visitation has descended on the China coast, and even that outbreak pales into insignificance before the epidemic now ravaging the north. We confess we regard the situation from a calm point of view.

We had hoped, as we said, a day ce-

two ago in this column, that the northern ports under authority, Ushui, Newchwang, and others, with the Great Wall and the Imperial Railway's various stations, would prove a barrier to the march of the disease southward. Such has not been the case, and what is still more unsatisfactory—if so weak a word can express our feelings—is the fact that the preventive measures, stringent as they are, have so far proved ineffectual. It were worse than foolish for Hongkong to regard this visitation calmly—to regard it as anything but a dire menace, a terrible danger looming very large upon the horizon of the Colony. The dirtiest population and city in the north, if not in all China, namely, that of Chefoo, is now infected, and we may, therefore, without exaggeration consider the time has come for taking our own precautions. The well-organised army now fighting plague in the north has not succeeded in its first attack; and we cannot regard with equanimity the greater difficulty of fighting the disease in such places as Chefoo, with its only partially controlled junk traffic. It is to the junks our greatest danger lies. Tientsin, we realise with deep thankfulness, is cut off from us by the ice; it may spread the plague towards, but the sea is safe; but Amoy and Foochow, Shanghai and the south generally is open to the junks, which plague or no plague will pursue the tenor of their way. A grave danger threatens us; it must be approached with gravity. Considerations of trade must enter into our counsels; that is inevitable; but even if trade has to be paralysed for a period it must be done. The summer approaches, and with summer the danger increases a hundredfold; we cannot even now sit idly with folded hands. Fortunately our Sanitary Authority has proved on more than one occasion its high ability; the confidence of the community is unshaken in its efficiency. We hope to learn within a day or two that the ports of the north are one and all declared infected, so that this well-known efficiency of the local guardians of health may be given full play. We do not exaggerate our danger when we say the quarantine regulations should immediately be put into force. The plague has spread with the greatest rapidity from Harbin to Chefoo, and probably by now much further south. Let us have on our armour of proof should it drive down upon our shores. A danger met is half removed.

HONGKONG DAY  
BY DAY.

4,000 tons of coal arrived here last year from Tsingtao, all for the German navy.

The s.s. *Minnesota*, which had the misfortune to lose her propeller, was repaired up north.

A number of shop keepers were fined \$2 each at the Police Court, this morning, for causing an obstruction in the public streets.

We have courteously been informed that Tuesday, the 31st, being a public holiday, the next meeting of the Sanitary Board will be held on the 2nd February, at 3.45 p.m.

A Chinaman and an Indian were charged at the Magistracy this morning with behaving in a riotous manner in Queen's Road Central. Both were sentenced to fourteen days' imprisonment.

A launch oarsman was charged at the Magistracy this morning, before Mr. E. R. Hallifax, with collecting money from a local launch company by means of a forged chop. The case was remanded.

Within a week or two Shanghai will have a fleet of aeroplanes. Already four have arrived in port, another is following, and the next few days will see engineers busy erecting the flying machines.

The Viceroy of the Hsia-kwang provinces, His Excellency Jen Chang, has been instructed by the Throne to investigate the charges made against the Vicinity of the Liang Kiang provinces, Hsia Chang Jen Chun, by the Senate.

The worst storm I have ever been in is the way doughty, little Captain Gao of the steamer Chefoo Maru describes a typhoon which hit his vessel when it was 1200 miles out of Yokohama on its way to the orient. It swept away half the bridge, stove in one of the steamer's railings, flooded the cabin with three feet of water, and carried everything movable aboard into the sea.

H.M.S. *Snipe* was leave Shanghai for the river ports on the 21st.

The Viceroy of Canton has reported to the Peking Government, that a flotilla of torpedo boats has been formed and distributed in strategic positions.

The *Shanghai Mercury* says the negotiations for the amalgamation of the Union Insurance Society of Canton, stringent as they are, have so far proved ineffectual. It were worse than foolish for Hongkong to regard this visitation calmly—to regard it as anything but a dire menace, a terrible danger looming very large upon the horizon of the Colony. The dirtiest population and city in the north, if not in all China, namely, that of Chefoo, is now infected, and we may, therefore, without exaggeration consider the time has come for taking our own precautions. It were worse than foolish for Hongkong to regard this visitation calmly—to regard it as anything but a dire menace, a terrible danger looming very large upon the horizon of the Colony. The dirtiest population and city in the north, if not in all China, namely, that of Chefoo, is now infected, and we may, therefore, without exaggeration consider the time has come for taking our own precautions.

The Shanghai Amateur Boxing Club has arranged a series of open championships for the amateurs of Shanghai. The championships are for all classes, and should prove highly interesting.

Mr. E. D. H. Fraser, H. M. Consul General at Shanghai, arrived there on the 13th and is the guest of Mr. H. E. R. Hunter, Mr. Fraser was vice-Consul at Canton from December 1895 to May 1897.

We are informed by the local agent of the Chinese Engineering and Mining Company, Limited, that the total output of the Company's three mines for the week ending 7th, January amounted to 27,987.55 tons and the sales during the period to 27,946.61 tons.

The Japanese armoured cruisers "Kanama" and "Tosa" will be sent to take part in the great Naval Review to be held on the occasion of the coronation, and a vote of £800,000 has been demanded from the Diet for the expenditure connected with the voyage of the squadron.

The directors of the Hongkong, Canton, and Macao Steamboat Co., Ltd., will recommend at the half yearly meeting of the Company to be held on February 21st a dividend of \$1.25 per share to be paid to shareholders, that \$6344.38 be written off book value of properties, wharves and lighters, and \$20,000 be carried forward to New Account.

THE MONGOLIA SAFE.

WHO STARTED THAT JAPANESE STORY?

It was reported in Kobe last week, on the strength of a Tokio message to the *Koko Yushin Nippo*, that the Pacific Mail lines' Mongolia, which left San Francisco for Honolulu, Japan and China on the 9th inst., had foundered about 751 miles from San Francisco. The message, it was said, had been received by the Yokohama Marine Bureau.

Unfortunately this report also reached Hongkong, and its publication of course caused a good deal of speculation although little credence was attached to it by shipping men, as no word of any mishap had been received by the local agents.

Telegraphic advice has since been received to the effect that the Mongolia left Honolulu for Yokohama on the 15th.

It would be interesting, says the *Koko Herald*, to discover the source of the report said to have been received by the Yokohama Marine Bureau and published here. So far as we have been able to ascertain, the *Koko Yushin Nippo* was the only Japanese newspaper to publish the "news"; and that fact in itself struck us as significant. The probability is that the error was set on foot for some stock-jobbing scheme; and in this connection it is worthy of mention that the Mongolia has on board upwards of 10,000 bales of cotton, 8,100 of which are destined for this port. It would be some satisfaction to discover who is responsible for the message.

A number of shop keepers were fined \$2 each at the Police Court, this morning, for causing an obstruction in the public streets.

We have courteously been informed that Tuesday, the 31st, being a public holiday, the next meeting of the Sanitary Board will be held on the 2nd February, at 3.45 p.m.

A Chinaman and an Indian were charged at the Magistracy this morning, before Mr. E. R. Hallifax, with collecting money from a local launch company by means of a forged chop. The case was remanded.

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The worst storm I have ever been in is the way doughty, little Captain Gao of the steamer Chefoo Maru describes a typhoon which hit his vessel when it was 1200 miles out of Yokohama on its way to the orient.

The National Assembly has decided that gambling should be prohibited in Kwangtung and Kiangsi provinces during the beginning of the next Chinese financial year, and that opium should be totally suppressed throughout the country at the end of the fifth year of Hsien Tung.

The Prince Regent recently personally instructed Prince Pu Lun, the President of the National Assembly, during the time he was received in the audience, to consider the difficulties of the Grand Councilors and curb the violence of the members of the Senate and the National Assembly.

Prince Pu Lun replied that they were all actuated by a sense of patriotism, and that quarrels between Parliament and the Government were common in foreign countries, and can not be considered as evils.

Mr. Weddell suggested that he should produce two pigeons to compare them.

His Worship—Yes, you had better do it quickly as they won't keep long. The case was remanded until Friday morning.

OUR  
CONTEMPORARIES.

## WHAT THEY THINK.

China Mail.

## VICEROY AND BRIGANDAGE.

But the Cantonese take the proclamation as a sign that their now Viceroys are in earnest and as the spring advances they confidently expect that he will re-earn the promise of his words by active deeds. Therefore they think that brighter days are in store. Let us hope so; though to one who has read many hundreds of official proclamations, especially at the opening of new vicenalties, there lingers at the back of the mind a fair test it be but one more folio added to the heap of official waste paper.

Daily Press.

HARVEST SONGS HONGKONG.

Few people who are not directly interested are aware how remarkable has been the progress made in the development of British North Borneo since it came under the control of the Chartered Company. In the year 1882, when the charter was obtained the revenue of the Colony was 10,000. In 1904 it was 98,000, and five years later (in 1909) it was 243,000.

Borneo may never be made a British naval base, because Singapore adequately serves that purpose in the South, but the growing commercial interest of North Borneo must in course of time require more adequate provision for its defence than it now receives.

South China Morning Post.

LATE ADMIRAL GALLER.

By the death of the Commander-in-Chief of the German Asiatic Squadron a friendly government loses the services of an officer to whom high office was assured. Indeed, in the week of his death, Admiral Galler was expecting to be promoted to the rank of Vice-Admiral; while, in a few weeks time, he was to return to Germany where he was certain of a place at the admiralty. Germany has not so many officers of Flag rank, possessing in the same degree as Admiral Galler the qualities of seamanship and initiative, that they can lose one without feeling it and there is no doubt that the death will create a serious gap among the men at the top of her active list.

CHINAMAN MURDERED AT  
WEST POINT.

NO ARRESTS.

Lam Kiang, a boarding house runner, was murdered at West Point at about 9.45 p.m. last night.

The affray took place at the junction of Des Voeux Road and Hill Road. The deceased, who was found lying in a pool of blood, had been stabbed in the back, and must have died instantly.

No arrest has been made. The affair is another street mystery.

SHOOTING BIRDS IN NEW  
TERRITORY.

A TEST CASE.

J. M. C. Lopes, a clerk, was summoned at the Magistracy this morning before Mr. E. R. Hallifax for shooting wild birds, against the ordinance in New Territories.

Mr. Leo D'Almada appeared for the defence. Mr. P. R. J. Weddell prosecuted.

Sergeant Kerr, stated on the 22nd inst., about 4.45 p.m., he saw Mr. Lopes in possession of these two birds in Fanling Station.

His Excellency the Canton Viceroy has instructed the Magistrates of various districts regarding the numbers of diplomatic cases unsettled. He finds that the Namhoi and Pun U Districts are "blocked up" with undecided cases of this kind, and has now dispatched deputies to visit the districts and hurry the hearing of all cases in which foreigners are interested.

In diplomatic cases, it is sometimes necessary for the local authorities to try them with the Consuls, or to send for the foreigners connected with the cases to give evidence. For this reason, His Excellency has deemed it fit to appoint some officials well versed in foreign affairs to superintend the trials of diplomatic cases by the magistrates of various districts, in order to give satisfaction to the foreigners, and to cause no delay in their settlement.

They were freshly killed, and no ring doves. They are full grown, and not blue rock.

Mr. D'Almada—How long have you been here?—About 14 years.

You have never been out shooting before?—Yes, I have.

How long?—When I was about 17 years of age.

I don't mean that; I mean in Hongkong?—About seven years.

Do you consider the pigeons in the Hongkong Gardens are blue rock?—Yes.

Mr. Weddell suggested that he should produce two pigeons to compare them.

His Worship—Yes, you had better do it quickly as they won't keep long.

The case was remanded until Friday morning.

Washington has passed an appropriation of \$5 million gold dollars for the support of the U.S. army for the next fiscal year.

## BAUREPAIRE HONOURED.

## HANDSOME GIFT FROM AUSTRALIA.

It has been reported that Australia has presented Baurepaire, the young champion swimmer, with a gift of £1000 in honour of his achievements in various competitions last season.

He is only 19 years of age, and has had a remarkable record which, unfortunately, has been brought to an abrupt termination so far as this season is concerned.

The story of his collapse the other day was narrated by our London correspondent.

While we rejoice in the handsome gift now handed him by the Government, we look forward with confidence to his speedy return to that branch of sport with which his name has been closely and so prominently associated.

A CLAIRVOYANTE'S TRICK  
REVEALED.

Mrs. Iku Nagao, of Marugame, Shikoku, who professes to be gifted with clairvoyance, has been a subject of scientific investigation, some professors of the Tokyo and Kyoto Imperial Universities having gone there to study her. Her experiments have till now been regarded as scientific wonders, creating the hypothesis that rays of some special character may emanate from her mind, by means of which she can use her divining power. The latest report, however, says that her self-professed power of making impressions upon photographic dry-plates through her mind has been proved by Mr. Yamakawa, of the Tokyo Imperial University, to be a trick. The doctor who had some doubts as to the power of Mrs. Nagao proposed to make an experiment upon her on Sunday. He expected that the dry plate used in the experiment might be replaced in a most clever way that radium might secretly be used to make the proposed impression upon the dry-plate from outside of the box containing it, that the required impression upon the dry-plate might have been made before the experiment was commenced, and that the dry-plate put in the box of cardboard might be stolen together with the paper on which the character to be impressed was written. Taking all possible measures to prevent these tricks, he proceeded to commence the experiment. He had put a dry-plate contained in a box of cardboard in his trunk. He left his trunk in room and way to another room where Mrs. Nagao was sitting. He handed a slip of paper with a Chinese character on it to her, asking her to impress that character upon the dry-plate he had prepared. Then he returned to the room where he had left his trunk containing a dry-plate. In opening the trunk, to his great surprise, he found traces that the dry-plate had been handled by some one during his absence. In spite of this discovery, he undertook his experiment, but the clairvoyante could not impress anything at all. Thus Dr. Yamakawa was convinced that some tricks had hitherto been practised by the self-professed clairvoyante, and advised her to stop her experiments.

## THE CUMBEROUS LAW.

## FOREIGN CASES WAITING SETTLEMENT.

[THE "TELEGRAPH" CORRESPONDENT.]

## THE SEAMEN'S INSTITUTE

Last night's concert at the Seamen's Institute was given by Mr. C. Dannenberg, an attractive programme having been arranged by him. The hall was crowded to its utmost capacity.

The following ladies and gentlemen took part:—Mrs. J. H. N. Mody, Mrs. E. G. Jordan, the Sociedade Philharmonica, Messrs. R. E. White, E. B. Ayris, A. Davis and Corporal Burgess.

## PASSING OF THE QUEEN.

IMPORTANT CONFERENCE IN Peking.  
(TRANSLATED FROM NORTHERN PAPERS.)

The Prince Regent, Princes, Grand Councilors and the Ministers of the Council of State Affairs have recently held a meeting to discuss the question of discarding the queue and the style of dress.

The consensus of opinion was that the queue should be discarded, but the dress would remain unaltered.

Prince Ching said the alteration of the queue established by their ancestors should be considered most carefully.

Duke Tsai Tsu and Prince Yu-Lang replied that at the present time, when all kinds of reforms were initiated, there was absolutely nothing to stop the discarding of the queue except ancestral bills, but as large numbers of the people, even His Excellency the Ex-Minister to Washington, Wu Ting-fung, Prince Tsai-tao, Admiral Sir S. S. and other Military and Naval officials had discarded their queues without waiting for the Imperial Edict, it was advisable to take the opportunity of issuing an Edict sanctioning it, so as to comply with the wishes of the public. The change of dress, and, however, be prohibited in order to meet the command of the country.

## HONGKONG COAL TRADE.

Messrs. Hughes & Hough, in their annual report, state:

There has been very little change this year compared with the past two years—but prices for 1911 contracts show a slight reduction on those of 1910. A large consumers have contracted for their requirements for the coming year.

Cardiff Coal and Patent Fuel.—The quantity that arrived in the Colony is about 16,000 tons, being 2,000 tons less than the previous year. The Admiralty had 33,000 tons, about 8,500 tons went into the hands of local dealers and 4,600 tons passed through—bound for Japan.

Australian Coals.—The show a great falling off, about 5,700 tons only arrived during the year against 46,500 tons during 1910. These coals appear to have been driven out of the market by the Japanese and North China coals.

Japanese Coals.—The total imported during the year shows an increase on that of 1910 by some 8,000 tons. The total for 1911 amounts to 93,2,780 tons of which 51,000 tons went to Canton. The Mitsubishi Kaisha continue with the lead, their imports amounting to 600,000 tons.

## CHINESE SQUEEZE "PIDGIN."

CUSTOMS COMMISSIONER ON TOWING QUESTION.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Jan. 23.

The Canton Customs Commissioner has discovered that the government's vessels have been, and are, committing the offence of towing boats with the aid of ropes. This practice, the commissioner considers is not only an infringement of Customs regulations, but a danger to navigation in the river. If the offence be committed by mercantile vessels, they are heavily fined. Now the Government's vessels are all perpetrating the offence. They do not observe the rules of the road, and are heedless in navigation. The commissioner proposes to report the matter to the Canton Viceroy, and requests His Excellency to warn the commanders of governmental vessels generally against the contravention of Customs regulations, while passing through the waterways of the Canton River. If any of the commanders be found guilty under this regulation, the commissioner may be empowered to fine the perpetrator ten Hellenes each.

## LATEST MAIL NEWS.

[From "N.-C. DAILY NEWS."] COMMUNICATIONS AND DISEASE.

London, Jan. 20.—A conference on sleeping sickness is being held daily at the Foreign Office. The conference has been convened by the Imperial Government as a result of representations of the danger of the spread of the disease as a consequence of the construction of the Rhodesia-Katanga Railway.

## NAVAL MANOEUVRES.

London, Jan. 20.—The British naval manoeuvres start to-day off the coast of Spain. Twenty-three battle-cruisers and fourteen armoured cruisers will take part under twelve Admirals. The commanders of the opposing fleets will be Vice-Admiral Sir William May and Admiral Sir Edmund Pate.

## FEAT IN AERONAUTICS.

London, Jan. 19.—Dispatches from San Francisco state that Mr. Ellyson, aviator, started from a point twelve miles south of the city in a Curtis biplane, landed on the deck of a cruiser in the harbour, and returned to the starting point.

## WIRELESS FOR STEAMERS.

Of the twelve steamers of the Nippon Yusen Kaisha, Osaka Shosen Kaisha and Tatsu-Kisen Kaisha running between Japan and America, there are only six which are equipped with wireless telegraphic apparatus. The remaining six, however, will be gradually equipped before July of this year, when the new American law compelling the equipment of wireless apparatus on all ocean-going steamers is to be put into force.

## FOOCHOW AND A POPULAR MEDICO.

The "Shanghai Mercury" says:—The many friends of Dr. Bonni, M.D., met in the parlors of the Foochow Club on the afternoon of the 16th and presented him with a large and beautiful silver server, in token of the care and attention he had given them, and the high esteem in which they hold him.

Mr. Ronald Craig in a few well-chosen words prophesied some of the experiences the Dr. might have during his vacation time and then presented the gift. The Dr. leaves on the 18th and expects to be away for about two years.

## AMERICAN NEWS.

[VIA MANILA]

Washington, January 19.—Major General Leonard Wood is dissatisfied with the present regulations governing military practice of the United States Army. He proposes a complete revision of the regulations. The decision of General Wood is based largely on the report of the inspector general published some months ago in which that officer found that the United States infantry were deficient in marching capacity. General Wood proposes to seek to eliminate this condition by new regulations in so far as the regulations are responsible for that condition.

Washington, January 20.—The Democratic leaders in and out of Congress endorse Representative Champ Clark of Missouri for the next speaker of the United States House of Representatives. No other member of the party has sought to be its candidate for the speakership.

Washington, January 20.—United States Senator D. U. Fletcher of Florida on behalf of the minority of the Ballinger committee recommends that the Senate demand the dismissal of Secretary Ballinger.

New York, January 20.—Former Secretary of the Navy Paul Morton died here last evening of apoplexy.

## THE ORDERS FOR CHINESE WAR VESSELS.

The "Mainichi" publishes a Tokio message stating that it is reported that the Chinese Government has asked some American shipbuilders to construct a cruiser of 2,600 tons. It will be remembered that it asked the Kawasaki Dockyard and the Mitsu Bishi Dockyard to each construct a gunboat of 780 tons. Messrs. Armstrong & Co. and Vickers Maxim & Co., each a cruiser of 2,400 tons, a certain German Dockyard, a destroyer, and an American year another cruiser. Orders remain to be placed for another cruiser and a training vessel.

## WIRELESS FOR THE PRATAS.

BRITISH MINISTER'S QUERY.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Jan. 23.

The Ministry of Foreign Affairs has wired to the Canton Viceroy stating that, regarding the installation of wireless telegraph on the Pratas Islands, the British Minister at Peking has conferred with the Ministry, and set forth some suggestions. Through the Ministry of Posts and Communications, the matter had been communicated to the Canton authorities.

The scheme has so far not been taken in hand. The British Minister at Peking has repeatedly sent communications on the subject to the Ministry of Foreign Affairs, and has also told the officials personally that the scheme is of great importance to navigation, and inquired whether the Canton authorities have really given up the project.

The Ministry of Foreign Affairs asks the Canton Viceroy whether the work is practicable, or otherwise and reminds the Viceroy to report his decision on the matter to the Ministry as early as possible, as the British Minister attaches much importance to the enterprise.

On receipt of the telegraphic despatch, the Canton Viceroy has instructed the Provincial Treasurer to attend to the matter and report.

## CONSPIRING TO MURDER.

TO-DAY'S HEARING.

Wong Tsu Kin, Mak U Chin and Chin Chan were brought up at the Supreme Court, before Sir Francis Pigott this morning, charged with conspiring to murder.

The Attorney General having entered a *nolle prosequi* in this case, the prisoner was discharged.

This completed the sessions, and the jury were discharged from further attendance.

## RAILWAY OFFICIALS HONOURED.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Jan. 23.

On the 21st inst. the shareholders of the Yuet Han Railway Co. held a tea party in honour of the New President and Vice President of the Company, (Messrs. Jim and Wong) in the hall of the Canton Principal Chamber of Commerce, which had been placed at their disposal by the Committee of that institution.

There was a representative gathering, addresses being presented by the Nine Charitable Institutions, the seventy two guilds, and the shareholders of the Company.

The two distinguished guests briefly replied in suitable terms. Tea was then served, and the proceedings ended.

## OUR DIARY.

Wednesday, 25th January. Matilda Hospital Concert, Bijou Scenic Theatre, 9.15 p.m.

Thursday, 26th January. Y.M.C.A. Annual Meeting, 5.15 p.m.

Masquerade Carnival, Belle Vue Hotel, 9 p.m.

Dramatic Entertainment at St. Joseph's College, 8 p.m.

Friday, 27th January. Humphreys Estate Meeting, 11.30 a.m.

West Point Building Co. Ltd. Twenty-Third Annual Meeting, 1.45 p.m.

Hongkong Land Investment and Agency Co., Ltd., Twenty-First Annual Meeting at noon.

Saturday, 28th January. Boxing, City Hall.

Hongkong Volunteer Corps, Gascoigne Shield Competition.

Dramatic Entertainment at St. Joseph's College, 8 p.m.

Monday, 30th January. Chinese New Year.

Bank Holiday.

Tuesday, 31st January. Bank Holiday.

## To-day's Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE EIGHTY-NINTH ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS

WEDNESDAY, 21st February, 1911, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts for the year ended 31st December, 1910.

THE TRANSFER BOOKS of the Company will be CLOSED from 7th to 10th February, 1911, inclusive.

By Order of the Board of Directors,

W. E. CLARKE,

Secretary.

Hongkong, 24th January, 1911. [39]

## CHINESE NEW YEAR HOLIDAYS.

IN accordance with Government Notice No. 9 of 19th last the EX-CHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY and TUESDAY, the 31st and 1st idem, respectively.

Hongkong, 24th January, 1911. [39]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"EMPIRE."

Capts. St. John Geddes will be despatched as above on WEDNESDAY, the 8th February, at Noon.

The well-known Steamer is especially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Servant are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in all saloons.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th January, 1911. [39]

## HONGKONG TO NEW YORK.

AMERICAN AND MANCHURIAN LINE.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

On or about

S.S. "KATUNA" ... 14th Feb., 1911.

For Freight and further information, apply to

SHEWAN, TOME & CO., General Agents,

American & Manchurian Line.

Hongkong, 24th January, 1911. [39]

## Intimations.

## ST. JOSEPH'S COLLEGE

## DRAMATIC ENTERTAINMENT.

## "FAISELY ACCUSED"

A DRAMA IN FOUR ACTS

IN COLLEGE HALL.

THURSDAY, JAN. 26th,

AND

SATURDAY, JAN. 28th

AT 9 P.M.

ADMISSION: 5/- AND 3/-.

The Orchestra of the Catholic Union will be in attendance.

Hongkong, 23rd January, 1911. [39]

## BOXING! BOXING!

CITY HALL, SATURDAY,

JAN. 28th, 1911.

The Last of the Season.

BILL LEWIS v. ROD STANTON.

The best of 25 three minute rounds for a purse of \$1,000, \$500 aside and the welter-weight supremacy.

15-ROUNDS:

Gr. Ausfeld v. Pte. R'chards.

10-ROUNDS:

Stoker Arnold v. Gr. Redbrook.

8-ROUNDS:

Pte. Potter v. Seaman Fricca.

Doors open 8.30 p.m. Commencing 9.15 p.m. sharp.

Admission 5/- & 3/-, Ringside Seats 3/-.

Soldiers & Sailors half-price to Gallery.

Booking and Plans at the ROBINSON PIANO CO.





